

Section 1: Office of Aviation Services

Aircraft Registration

Since 2006, the Office of Aviation has managed the Iowa Aircraft Registration Program. Aircraft registration fees are deposited into the State Aviation Fund to help pay for aviation programs. As part of the aircraft registration program, the Office of Aviation also administers the collection of a one-time use tax based on the purchase price of an aircraft. The office also manages aircraft dealer certification.

Resources: Aircraft Registration Information and forms

<http://www.iowadot.gov/aviation/aircraftregistration/registration.html>

Airport Inspections, Public Use Landing Certificates and 5010 Data Updates

The Office of Aviation has a responsibility to ensure that public-use airports in the state meet minimum airport safety standards. Minimum state safety standards are established by the Iowa DOT in the Iowa Administrative Code 761-720. Airports that are eligible to receive federal funds are also required to meet Federal Aviation Administration airport design standards.

An airport open for public use is required by Iowa Code Section 328.19 to obtain a public use landing certificate and to renew the certificate annually. Public use landing certificates may be renewed in one of two ways:

- 1) Airport is inspected by the Office of Aviation -
Airport safety inspections are conducted throughout the year. During these inspections, the inspector will look at runway conditions, airport markings, airport lighting, runway approach angles and controlling runway obstructions. Airport managers may or may not be present during the inspections. After an inspection is completed, the airport manager is notified by letter and/or email if any corrections are needed by the airport to maintain public use status. Airports are provided a reasonable period of time to make the necessary corrections prior to reissuance of the landing certificate.
- 2) Airport submits a renewal application -
Airports that are not inspected will receive an annual renewal application, which includes a copy of the state minimum safety standards and the 5010 Airport Master Record. The application requires the airport sponsor to review and make necessary corrections to the FAA's 5010 Airport Master Record, and to certify that the airport is maintaining state minimum safety standards. Airport sponsors should read the 5010 information carefully, and make sure that any changes are submitted to the Office of Aviation.

The Office of Aviation will issue a public use landing certificate to the airport after verifying that minimum state safety standards are met. The Certificate should be displayed in a public area at the airport. The Office of Aviation will submit 5010 Airport Master Record changes to the FAA.

Commercial service airports are inspected annually by the FAA under Federal Aviation Regulations Part 139 and are not inspected by the Iowa DOT.

Resources: State Minimum Safety Standards

<http://www.legis.state.ia.us/Rules/Current/iac/761iac/761720/761720.pdf>

5010 Airport Database <http://www.qcr1.com/5010web/#>

Air Service Development

The state of Iowa plays a role in the development of air service in Iowa through data analysis of fares and capacity, statewide air service studies, support of federally funded air service programs, funding of infrastructure needs, and support of a statewide Air Service Development funding program.

The statewide Air Service and Economic Impact study for Commercial Service Airports released in 2008 provided detailed information to assist in sustaining and improving air service in Iowa.

Resources: Iowa Air Service Study

<http://www.iowadot.gov/aviation/studiesreports/servicestudy.html>

Aviation Advocacy and Education

The Office of Aviation participates in a variety of outreach and educational activities designed to inform and educate the general public, the aviation community, and decision makers at the local, state, and national levels. At the core of the outreach and education activities is a communications program with web site, newsletter, "Hot News" e-mail updates, and media releases. Additionally, the office provides technical expertise on a variety of aviation issues to airports, FBO's, pilots, media, government agencies, legislators, and the general public.

The office also supports educational programs such as the annual Iowa Aviation Conference, and sponsorship of training programs for pilots, aviation maintenance technicians, and airport consultants. Outreach efforts are conducted as-needed to address topics involving timely issues such as agricultural aviation, land use planning around airports, safety issues in the helicopter EMS operating environment, and others as the need arises.

The Office of Aviation promotes aviation through public speaking engagements, exhibits at key events, support of Iowa Aviation Youth Camps, the Iowa Aviation Photography Contest, educational give-a-ways (i.e balsa planes, activity books), and providing letters from Iowa's governor to EAA Young Eagle participants.

Resources: Office of Aviation Web site: www.iowadot.gov/aviation

Aviation System Planning

The Iowa DOT, in partnership with the FAA and local airport sponsors, strives to ensure that the aviation system is positioned to meet needs of the system users. The system plan is an important tool to guide development and monitor the ability of the system to meet the needs. Programming decisions are made using the facility and service objectives for airport roles identified in the system plan. Periodic updates of the system plan will re-evaluate system roles and provide a measurement of key benchmarks to monitor the effectiveness of the aviation system.

Occasionally, special reports are issued that address specific issues involving Iowa's air transportation system. These reports assist in planning efforts involving the air transportation system by providing information to system users, decision makers, and the general public.

Resources: [Iowa Aviation System Plan Executive Summary](#)

Individual reports found at:

<http://www.iowadot.gov/aviation/studiesreports/systemplanreports>.

(click on airport of choice, report under technical reports)

[Ag Aviation Summit](#)

[Air Service and Economic Impact Study for Commercial Airports](#)

[Economic Impact - Uses and Benefits of Aviation in Iowa](#)

[Helicopter Emergency Medical Services](#)

Automated Weather Observing System (AWOS)

The Iowa DOT maintains a weather system that provides a network of aviation weather reporting stations at airports throughout the state. The Iowa DOT contracts for the maintenance of the statewide system and the transfer of data to the national weather system for those sites approved as part of the state system. Airports included in the state system are strategically located across the state to complement airports that have federally supported weather stations. The state system planning process identifies the need for any additional sites; any airport wishing to add a site to the state system must have approval from the Iowa DOT prior to installation.

Airports that have an AWOS included in the state system are required to provide electrical power to operate the equipment and to maintain clear access to the site. Airports must also keep vegetation and other objects 100 feet away from the unit to avoid system interference. The airport is responsible to avoid AWOS communication lines during construction projects, and the airport will be responsible for correcting any disruption to service due to airport construction projects. In addition, airport managers or operators may be asked to provide simple troubleshooting tasks that help maintain the accuracy of the system. Appendix E includes an AWOS Guide that explains the operation of the equipment and troubleshooting tasks, as well as specific responsibilities. Appendix E also includes a sample agreement that airports are asked to sign with the Iowa DOT identifying responsibilities for the maintenance of an AWOS system.

Resources: AWOS Web site: <http://weatherview.iowadot.gov/>

AWOS brochure: <http://www.iowadot.gov/aviation/publications/AWOSbrochure.pdf>

Data Collection and Analysis

The Office of Aviation maintains an Airport Management System database that includes a wide range of information including airport airside and landside facilities, contact information, and planning data. This database is updated through the annual 5010 record updates, system plan updates, airport layout plan updates, special surveys, and notifications from airport managers. The information is used to update aviation system benchmarks, monitor the effectiveness or need for programs, and to respond to requests for information.

Directories and Aeronautical Charts

Airport and heliport data maintained by the Office of Aviation is used to publish the Airport Directory every two years and the Heliport Directory as needed. Current versions of both directories are available at <http://www.iowadot.gov/aviation/airports/main.htm>. Heliport users or operators can report updated heliport information from the heliport web page. Updates and corrections to the Airport Directory can be reported to the Office of Aviation Airport Inspector.

The Office of Aviation also prints and distributes the Iowa Aeronautical Chart every two years. The Iowa Chart is intended to be used as a supplement to, and should not be used in lieu of current sectional charts.

Electronic Business Communications

It is important for managers and sponsors to notify the Office of Aviation when contact information, including e-mail addresses, change. Much of the correspondence from the office, including solicitation for state applications, is now done through e-mail.

General Aviation Security

Airport sponsors are encouraged to be proactive in enhancing security at airports by assessing current conditions, and developing and implementing a security plan. The Office of Aviation provides a template and information needed to develop a security plan. Security signs were distributed to all airports, and continue to be available as needed at no charge to airports. Airports requesting security related projects must have an airport security plan on file with the Office of Aviation. Commercial service airports are not required to have security plans on file with the Office of Aviation to be eligible for security related projects.

Resources: Security plan template and airport signage - Office of Aviation 515-239-1048
TSA guidelines for general aviation
http://www.tsa.gov/assets/pdf/security_guidelines_for_general_aviation_airports.pdf
TSA General Aviation Web site
http://www.tsa.gov/what_we_do/tsnm/general_aviation/index.shtm
AOPA Watch Program <http://www.aopa.org/airportwatch/>
AOPA General Aviation Security Training
<http://flash.aopa.org/asf/gasecurity/gasecurity.cfm>

Land Use Near Airports

Ensuring compatible land use near an airport is very important to maintaining safety and the future viability of the airport. The Office of Aviation developed the *Iowa Land Use Guidebook* that identifies five airport land use zones corresponding to the runway protection zone and Part 77 surfaces to assist local planners with identifying compatible land use near airports. In addition to tall structures, land uses that would encourage high concentrations of people, create visual obstructions, and/or attract wildlife may be inappropriate dependent on proximity to the airport. The guidebook encourages planning and also provides mitigation techniques for incompatible land use that may already exist.

Airport managers and sponsors are encouraged to become familiar with the guidebook and work with local jurisdictions to ensure that land uses near airports remain compatible through comprehensive planning and zoning. The Iowa DOT initiated a new grant program for airport sponsors to develop or update city or county comprehensive plans and zoning ordinances. A sponsor assurance for accepting state funding for airport projects requires airports to protect the air space according to FAA Part 77.

Any construction on public use airport property or near public use airports requires an air space evaluation. Consult the FAA obstruction evaluation web site to determine notification requirements. The obstruction evaluation web site should also be routinely reviewed to monitor proposed construction near your airport.

Resources: Iowa Land Use Guidebook and resources:

<http://www.iowadot.gov/aviation/studiesreports/compatibleland.html>

Airport Zoning (Iowa Code Chapter 329): <http://coolice.legis.state.ia.us/Cool-ICE/default.asp?category=billinfo&service=iowaCode&ga=83>

Obstruction evaluation: <https://www.oaaaa.faa.gov/oaaaa/external/portal.jsp>

Pavement Management

The Office of Aviation, with the assistance of the FAA, oversees periodic pavement inspections at airports eligible for federal funds to provide airport sponsors with tools to maximize the life of the airfield pavements. The inspections and management reports are also used by the Office of Aviation and the FAA to prioritize projects. Airport sponsors are encouraged to use the pavement management reports and required to conduct routine inspections and maintenance to provide longer term usability of pavements.

Resources: Individual airport pavement condition inspection reports at

<http://www.iowadot.gov/aviation/airports/municipal.asp> -click on the airport of interest.

Runway Markings

The Runway Marking Program provides critical safety markings at public-owned general aviation airports to provide key operational information to pilots on the ground and from the air. Airport markings are updated on a rotating basis or as needed.

Wildlife Mitigation

Wildlife can become safety hazards at airports. Airports should take efforts to decrease the potential for aircraft wildlife strikes. The Office of Aviation has a cooperative effort with the USDA Animal and Plant Health Inspection (APHIS) Wildlife Services to provide wildlife consultations and mitigation at airports in Iowa. Wildlife consultations were completed at all enhanced service and general service airports. It was found that geese, birds, deer and coyote were the most common wildlife problems at airports in Iowa.

The wildlife hazard consultations provided recommendations for habitat management and suggestions for mitigation if needed. Mitigation efforts may include harassment, control, or removal. The Office of Aviation provides funding and coordinates mitigation efforts at airports with the USDA Wildlife Services.

In order for deer to be removed from an airport, a shooting permit must be issued by the Iowa Dept of Natural Resources. Permits are also required for the removal of geese and other migratory birds. Wildlife Services can help coordinate the issuance of permits with the appropriate agencies. A listing of wildlife needing permits is in Appendix G.

Resources: Iowa DNR wildlife damage information and depredation biologists:

<http://www.iowadnr.com/wildlife/files/damage.html>

http://www.iowadnr.com/wildlife/files/files/depredation_contact.pdf

USDA Wildlife Services biologist: Ernie.Colboth@aphis.usda.gov
Federal Fish and Wildlife License/Permit Application Form – Appendix G
Wildlife Categories in Iowa and Permits Necessary – Appendix G

Windssocks

Windssocks are basic safety tools that provide valuable information to pilots regarding wind direction and speed prior to takeoff and landing. Windssocks are provided to airports and heliports by contacting the Office of Aviation at 515-239-1691.